Loss in Earnings and Loss of Life and Limb Due, Says President Stickney, to the Men's "Intense Consideration of Their Rights to the Exclusion of Their Duties."

A. B. Stickney, president of the Chicago Great Western, in a long report read to stockholders at a meeting in London yesterday attributed the financial troubles of the railroad to a decrease in efficiency of certain labor union employees and to extortionate demands made by them in the prosperous times of last year. In part, he says, the loss in earnings as well as the loss of life and limb was due to the "intense consideration by employees of their rights to the exclusion of their duties."

Mr. Stickney begins by showing that in the last six months of 1907 gross earnings decreased 12 per cent., while the ratio of expenses to earnings increased 121/2 per cent. More than half of a \$248,000 increase in expenses was in maintenance of equipment, a considerable part of which was "easily traceable to imperfect workman-ship." He continues:

On the other hand, it is but fair to the mechanical department to say that the amount of repairs necessary to be made has been increased by carelessness on the part of some of the trainmen, resulting in wrecks and collisions and damage to locomotives and cars and loss and damage to freight

and baggage.
In attempting to apply a remedy for the increased coat of maintaining equipment the management discovered that its shops and all its roundhouses were in the grasp of local labor unions, whose leaders not only disregarded the interests of the company but also disregarded the rules of their own orders and set at defiance the orders of the chief officers of their own national organizations to whom they owed allegiance.

The management also discovered that to attempt to apply any efficient remedy would result in a strike, and knowing the enormous ost which such a strike would entail if forced to an issue during prosperous times the management felt compelled to endure what they felt powerless to prevent.

powerful had these leaders of local unions become that they not only dominated the members of their own craft but they exercised domination over the employees of the company at Oelwein, where the principal shops are located, belonging to other crafts, also over the merchants and other business interests in the little city of Celwein, and inforced their demands against the company

by constantly recurring strikes.

The rate of wages of all the men engaged in the maintenance of equipment was increased in the autumn of 1906 about 10 per cent., so this increased scale of wages was in force during the period under consideration, and the cost of some articles of material used in repairs also increased. Adding these two ncreases together the total will account for only a small part of the extraordinary increase expenses. Therefore, much the larger part of the increased cost of maintenance must be ascribed to the carelessness of the trainmen in the handling of trains and cars, aiready mentioned, and to the general insubordination and disorganization of the forces employed in making regairs.

To such an extent had this insubordination extended that the minor superintendents, technically called "charge men," who directly oversee the work of repairs, had been compelled to join the unions and become subordi-nate to union leaders. These "charge men" had not hesitated to disobey the instructions of the company's superintendents, and, in turn, the workmen themselves had sometimes obeyed the instructions of their own charge men and sometimes had refused to obey, each workman acting upon his own judgment, doing such work as he chose to do in such manner as he thought best and at such times

By the means the cost of maintenance has been largely increased without conferring any benefits upon the workmen, either in the nature

upon their so-called "rights" that they have had no thoughts left over to bestow upon their duties. The rules which long experience have proven are necessary to insure the safety of trains have been disregarded or forgotten by some of the trainmen, resulting wrecks and collisions and personal injuries. especially to employees, and loss and damage to freight and baggage have enormously in-creased, clearly attributable to a less degree of watchfulness in the performance of duties than has before been observed.

It is conspicuously true that the enormous increase in wrecks and collisions on all the railways in the United States which have brought maining and death to so many trainmen and to so many passengers have been due to the intense consideration of rights" to the exclusion of the consideration of their "duties," The men have purchased by the loss of

life and limb of their comrades a few so-called "rights" which have brought them no pecuniary reward, no additional leisure, no advantages, except a measure of that license which anarchy promises to its votaries when speiety shall be disorganized and every man shall be free to pursue his individual in-clinations untrammelled by any law of duty

It must not be assumed that all of the rainmen have disregarded their duties. The great majority of such employees on the Great Western Railway have remained same through all of the excitement, and it is a cleasure to testify to their loyalty both to the company and to their own duties.

The less of the strike on the part of the machinists and bollermakers, coupled with the general decrease in business, which has deprived so many laboring men of employment. as apparently been an awakening to the careless from their long dream of "rights" and turned their thoughts toward the proper performance of their duties, as beginning with Decembes the company appears to be obtaining better results in operation.

Mr. Stickney then recounts the experience of the company in this strike of machinists and boilermakers last fall. The wages of these employees, he says, had been increased these employees, he says, had been increased 40 per cent. in six years; yet in August demands were made which would have made the increase 55 per cent. for the machinists and 68 per cent. for the boilermakers. After an offer by the company to compromise had been refused and arbitrations through the Interstate Commerce Commission had falled; the company decided to resist the demands and the men in the company's shop at Oelwein went out. It was necessary for the company to employ strikehreakers. shop at Deiwen went out. It was necessary for the company to employ strikebreakers, whom Mr. Stickney describes as "a class of men who are willing to work during the ex-citement and dangers of personal injury, but who refuse to work longer than the excitement and danger last, and as a rule are poor mechanics and demand high rates

of pay."
When the company tried to get rid of inefficient strikebreakers it had as much
trouble as with the union men. Eventually, however, the recession in general business came and machinists were discharged from manufacturing establishments. The company has now filled its shops with good mechanics and "the officers of the company, instead of the officers of the union, are directing the maintenance of equipment."

A Gift to the Blind.

Miss Hannah A. Babcock has given \$500 to the Society for Providing Evangelical Religious Literature for the Blind of New York and Philadelphia, having offices at 150 Nassau street, New York. The gift was designated to go toward the establishment of a fund to publish religious books for the blind. This is the first gift of its kind for the purpose named.

ROYAL Baking Powder

Absolutely Pure No alum; no lime phosphates

The only baking powder made with Royal grape cream of tartar.

STILLMAN'S UNION PACIFIC? New Coming Out Are in the Name

of Bank Lawyer's Clerk. Some brokers to whom Union Pacific stock has been delivered this week have ascribed the selling of large blocks of the stock to James Stillman, president of the National City Bank, who resigned as a director of Union Pacific on the eve of his departure for Europe several weeks Some of the cerificates which attracted particular attention were in the name of Frederick M. Gilbert, a clerk in the law office of Shearman & Sterling, 44 Wall street. Shearman & Sterling are at-torneys for the City Bank. Mr. Stillman consults them almost daily while in this

city.

A prominent Union Pacific stockholder and one having access to the books of the company considered the appearance of the certificates of sufficient importance to discover the amount of the holdings in Mr. Gilbert's name. The total shown on the books of the company, he said yesterday, was 2,600 shares. A broker who received some of the certificates said he was confident the amount of stock transferred was much greater. much greater.

The certificates showed that Mr. Gilbert had come into the possession of the stock or at least that it had been transferred to him in April, 1907. At that time Union Pacific was selling above \$130 a share, so that the stock represented an investment of more than \$200,000 for the 2,000 shares on the books in his name. Mr. Stillman has been considered one of the very largest holders of U. P. Two thousand shares would represent but a small part of his holdings. The certificates showed that Mr. Gilbert

holdings.

Brokers who received the stock conbrokers who received the stock considered it probable that the actual sale was made some time ago, last year perhaps. It is the custom of large holders of securities when unloading to postpone actual delivery of certificates held by them or for them until the liquidation is completed, remaining meanwhile technically short of the market.

TO WIND UP STEAMSHIP COS. Sults Filed to Foreclose Consolidated and Metropolitan Concerns.

PORTLAND, Me., March 4.-The American Trust Company of Roston, trustee under the mortgage for the bondholders of the Consolidated Steamship Lines and Metropolitan Steamship Company of Maine, filed politan Steamship Company of Maine, filed bills in equity in the United States Circuit Court to-day for the foreclosure of the mortgages. The Consolidated Company of Maine is involved to the extent of \$60,000,000 and the Metropolitan company \$2,500,000. Judge Putnam made an order consolidating to-day's suit against the Metropolitan with the action of the Berwind White Coal Mining Company against the Metropolitan now pending in this court. He also extended the powers of the receivers so that now they

mainer as he thought best and at such times as suited his whim or convenience. By this means the cost of maintenance has been largely increased without conferring any benefits upon the workmen, either in the nature of a reduction in the hours of service or the amount of labor that they have performed or in increased compensation.

The fact appears to be that, following the general trend of economic discussion which has been agitating the public mind, the thoughts of railroad employees for several years have been centred to such an extent upon their so-called "rights" that they have panies was held by the Consolidated com-

panys.

In November a bondholders' protective committee was formed, and on January both the consolidated and Metropolitan defaulted the interest on their bonds. Judge Putnam appointed permanent receivers for the Consolidated comapny and temporary receivers for the Metropolitan and Eastern lines. On February 4 he instructed the Consolidated receivers to wind up the business of that company and the other receivers to make recommendations to the court by April I as to the best course to be pursued with reference to the Metropolitan and Eastern companies.

WILLIAMSBURG TRUST- CASE. Justice Howard's Order for Change of

Venue Upheld by Justice Carr.

Justice Carr in the Supreme Court, Brook lyn, yesterday handed down a decision lyn, yesterday handed down you wat in the exparte stay recently obtained from Justice Betts by Attorney-General Jackson in the matter of the place of trial of the suit in reference to the solvency of the Williamsburg Trust Company. Justice the Williamsburg Trust Company. Justice Howard granted an order permitting the trial to take place in Kings county instead of Ulster county, but on the application of Attorney-General Jackson Justice Betts

granted a stay.

William N. Dykman in arguing before Justice Carr yesterday said that Justice Howard's order had put the whole proceeding at once in Kings county and that Mr. Jack-son should have come to Brooklyn for his stay instead of to Justice Betts in Ulster county, to which Justice Carr agreed.

CHIEF ENGINEER A SUICIDE. His Children Grew Up Strange to Him, He

Was So Much at Sea. John Gooding, chief engineer of the

John Gooding, chief engineer of the British steamship Casilda, in yesterday from South American and West Indian ports, hanged himself in his berth on Fehruary 2 in a fit of melancholia due to his separation from his family at Swansea. He had told fellow officers that he had not seen his five children in eighteen years when he returned to his home on a short visit last summer. He came back to the ship, then in this port, downhearted, saying that his children had all grown up and that apparently he had passed out of their affection. He also remarked that a seafaring man had no right to marry and bring up a family that he could not personally attend to.

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Included also are all the present Winter suits of

Hartje's suit for divorce against Mrs. Mary Scott Hartje, were this morning

RAIDED A WOMEN'S POOLROOM.

Mary Wilkins and Margaret Schepper, who were arrested at 430 Amsterdam avenue by police from the West Sixty-eighth street station after two police station matrons had obtained evidence that satisfied them

The police had suspected the place for some time, but were unable to investigate until Capt. Keleher hit upon the plan of getting the matrons to act as detectives.

TO-NIGHT AT 8:13

DAVID STUYYESANT West 44th St. near Dway. Ex's ha REQUEST MATS. McH. 19 & APR. 2. WARFIELD Ev. Eve. Ezo. Sat. & at Sat. Mat. Saturday hights only, A GRAND ARMY MAN.

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On Thursday, March the 5th. Sale of 12,000 yards, White Japanese Habutai Silk.

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34th Street



HARTJE CASE DISMISSED.

Wife's Conspiracy Charge Against Rich Pittsburger Fails.

PITTSBURG, March 4 .- Augustus Hartie the rich paper manufacturer; John L Welshons, the East Liberty hardware merchant, and Clifford Hooe, the negro

who was named as a corespondent in

Mary Scott Hartje, were this morning declared not guilty of conspiracy against the good name of Mrs. Hartje.

The case was not even given to the jury, who were discharged as soon : a court opened. Judge MacFarlane in dismissing the case said that the prosecuti n had falled utterly to bring out any strong evidence of conspiracy against the defendants.

The trial was an echo of the Hartje divorce suit, in which Hartje sought to divorce his wife but was unsuccessful.

Police Matrons Turned Detectives Becaus Men Couldn't Get In.

the place was a poolroom for women, were arraigned yesterday in the West Side court and held for trial under \$500

Chorus Girl Held for Inquest. Antoinette Defranne, the chorus girl who on Tuesday afternoon shot and killed her chum, Mary Wollner, known as Mitzi Morok, a circus performer, at 215 West Forty-second street, was held in \$2,500 bail by Coroner Dooley yesterday to await the inquest. Bail was furnished by Henry Lamke, a saloon keeper in Centre street. The Coroner and Assistant District Attorney Ward said that they thought the shooting was accidental.

Druce Witness Not Yet Produced United States Commissioner Alexander adjourned again yesterday and to March 18 the hearing of Robert Caldwell, the Druce witness under indictment in England for perjury. Charles Fox, counsel for the British Consulate, said that at the end of the time indicated a motion would be made to have Caldwell produced in court unless it could be proved that he is incurably insane or near death.

AMUSEMENTS.



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CASINO B'way and S9th. Evgs. 8:13
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SAM BERNARD NEARLY
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JOHN MASON THE WITCHING HOUR Field.' HERALD &Q. Evs. 8:18. Next Matinee Sat. 2:18. HE GIRL BEHIND THE GIRL BEHIND THE COUNTER "Fun rast and Furious."—Sun.

METROPOLITAN HEERA This Evening, at 8—MANON LESCAUT—Cavalieri; Caruso, Scottl, Barocchi, Lucas, Reiss, Begue, Cond., Ferrari.
Fri. Evg., Mch. 6, at 8—MIGNON—Farrar. Abott, Jacoby; Boncl, Plancon, Lucas, Muhlmann, Cond., Bovy.
Sat. Aft., Mch. 7, at 2—IL TROVATORE.—Emma Eames, Homer, Caruso, Stracciari, Muhlmann. Cond., Ferrari.
Sat. Evg., Mch. 7, pop. prices, at 7:45—SIEG-FRIED—Fremstad, Kirkby Lunn, Alten, Burrian, Van Rooy, Goritz, Reiss, Blass. Cond., Mahler. Sunday Evg., March & pop. prices, at 8:30 GRAND SUNDAY NIGHT CONCERT. Soioists—Cavalieri, Jacoby: Bonci, Stracciart, Plancon, Entire Metrop, Opera Orchestra, Conductor, Ferrari, Mon. Evg., Mcb. 9, at S—II, TROVATORE— Emma Laines, Homer, Carusa, Stracciari, Muhiman. Cond., Ferrari.

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Cond. Expresi. Eames, Caruso, Scotti, Dufriche, Bafocchi, Cond., Ferrari,
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Fri. Evg., Mch. 13, at S-AIDA-Emma Eames, Kirkby Lunn, Caruso, Scotti, Plancon, Muhimann. Cond. Ferrari.
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PLYMOUTH—CHERBOURG—BRESSEN—10 A. Cecille (new)... May Rroupring Wm. Mar. 21 Kronpciug Wm. May Raiser Wm. II. May Raiser Wm. II. May Raiser Wm. II. May Raiser d. Gr. June Cecille (new)... June Kronpring Wm. Apr. 21 Kronpring Wm. June Kaiser Wm. II. May Raiser Wm. II. May Raiser Wm. II. June Kaiser Wm. II. June Kaiser Wm. II. June Kaiser Wm. II. June Kaiser d. Gr. June Kaiser d. Gr. June

Twin-Seraw Passenger Service. Apr. 28 Bremen Apr. 30 Friedrich May 7 P. Friedrich Wm. May 14 Barbarossa. May 21 Luctgow

Mediterranean Servica. GIBRALTAR-NAPLES-GENOA-AT II A. M. CONNECTING AT GIBRALTAR POR ALGIERS Inderich Mar. 7 Friedrich Apr.
Lulse Mar. 14 K. Lulse Apr.
Albert Mar. 28 K. Aibert May.
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